

Register of Historic Kansas Places

Registration Form

This form is for use in nominating individual properties and districts. The format is similar to the National Register of Historic Places form. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets. Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Missouri, Kansas and Texas Railroad Freight DepotOther name/site number 011-1830-0165

2. Location

Street & number SE Corner of Intersection of Scott Ave. & East Wall St. ☐ not for publicationCity or town Fort Scott ☐ vicinityState Kansas Code KS County Bourbon Code 011 Zip code 66701

3.,4. Certification

I hereby certify that this property is listed in the Register of Historic Kansas Places.

Patrick Zelmer DSHPO 2/20/07
Signature of certifying official/Title Date

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>1</u>		buildings
		sites
		structures
		objects
<u>1</u>		total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter Categories from instructions)

TRANSPORTATION: Rail Related

Current Functions

(Enter categories from instructions)

VACANT/ NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN

Materials

(Enter categories from instructions)

Foundation: CONCRETE

Walls: WOOD

Roof: ASPHALT

Other:

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for the State Register)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☒ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1870 - 1957

Significant Dates

1870

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Missouri, Kansas & Texas Railroad (builder)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67)
has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Kansas State Historical Society

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	5	3	5	0	1	5	0	4	1	8	9	4	1	5
Zone	Easting				Northing										
2															

3															
Zone	Easting				Northing										
4															

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Name/title Judy Howser, Board Member

Organization Historic Preservation Assn. of Bourbon Co. Date November 28, 2006

Street & number 2280 Hackberry Rd. Telephone 620-223-0736

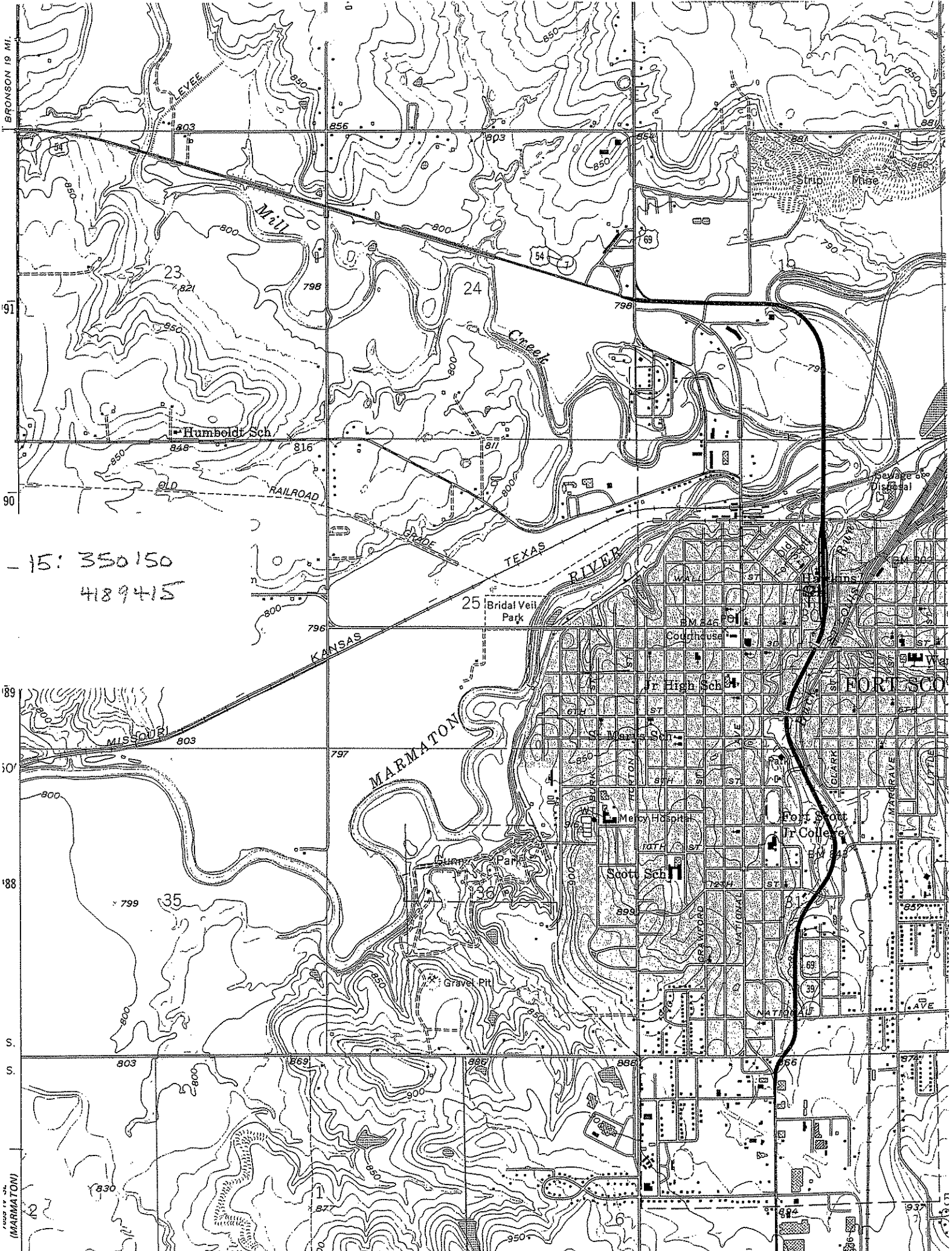
City or town Fort Scott State KS Zip code 66701

Property Owner

Name Historic Preservation Assn. of Bourbon County

Street & number 117 S. Main St. Telephone 620-223-6995 (H.P.A. President)

City or town Fort Scott State KS Zip code 66701



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Missouri, Kansas & Texas Freight Depot
Fort Scott, Bourbon Co., Kansas

NARRATIVE DESCRIPTION

The Missouri, Kansas & Texas (MK&T) Freight Depot (c. 1870) is located in downtown Fort Scott, Bourbon County, Kansas, at the southeast corner of the intersection of Scott Avenue and East Wall Street. It is across the street from the Fort Scott Area Chamber of Commerce and the Fort Scott National Historic Site. In 1997, the depot was moved from its original site east of National Street (known as Jones Street prior to June 1, 1880) in a flood plain. Originally, the depot sat on the south side of the east-to-west running tracks, with its entrance facing north. It had a 10-foot loading dock surrounding it and a cattle pen at the east end. With its board-and-batten siding and simple gable roof with wide eaves, the building features a simple design like many early freight and passenger depots.

Exterior

The 120' x 26' timber and frame depot was built in 1870 with board-and-batten siding, a wood shingle roof, and mortise-and-tenon bracing. The roof extends unbroken over the agent's bay. The building retains much of its original fabric including doors, sliding cargo doors, some windows, interior wood flooring and trim, and even the original scale for weighing freight. Decorative elements are also intact including eave brackets and small window hoods. The original paint was brown and manufactured in Fort Scott. In 1998 the Historic Preservation Association of Bourbon County painted the exterior cream or pale yellow with green and brown trim. In 2000-01, a partial loading dock was reconstructed at the north end of the depot and partially around the east and west elevations, with steps and a mobility access ramp and pedestrian handrail on the west side. The railing is eleven strands of cable attached to metal posts and meets ADA requirements. The ramp and steps are of pressure-treated lumber, with sides of native field stone blocks.

The original foundation was of stone pillars. In its new location the depot was placed on a poured concrete foundation. The original wood shingle roof was replaced in the early 1970s with wood shingles. The present roof covering is KSHS-approved Tamko Heritage laminated asphalt shingles in the "weathered wood" style, which was installed in 2005.

East Elevation

Prior to the move, the building's east elevation faced the tracks. It now faces an alley. This 120' elevation features five bays – with four sliding wood freight doors, one single-door entrance, and a covered window opening. The bays are defined by six evenly spaced eave brackets with the original acorn finials in place. The single-door entrance leads into the dispatch office that occupied the north one-fifth of the building. The four loading bays retain their freight doors with their original roller tracks on the interior. Each freight door is topped with an original eight-light transom window. These windows are intact, but boarded with wood covers to protect them. Above each transom window is a decorative wood window hood with small wood braces.

North Elevation

The front gabled north elevation faces Wall Street and is two bays wide. This 26' elevation features two evenly spaced window openings that are temporarily boarded, and the wood windows are stored

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inside the depot. There are three decorative eave brackets with acorn finials. A reconstructed loading dock spans the north elevation and wraps around to the entrance on the east elevation.

West Elevation

The 120' west elevation mimics the east façade. It has four sliding wood freight doors, one single-door entrance, and a covered window opening. The bays are defined by six evenly spaced eave brackets with the original acorn finials in place. The single-door entrance leads into the dispatch office that occupied the north one-fifth of the building. The four loading bays retain their freight doors with their original roller tracks on the interior. Each freight door is topped with an original eight-light transom window. These windows are intact, but boarded with wood covers to protect them. Above each transom window is a decorative wood window hood with small wood braces. Beneath each freight door there are original 6" x 15" rough-cut wood planks. There are A reconstructed loading dock spans the north one-third of the building providing access to the single-door entrance. The platform wraps around and spans the north elevation.

South Elevation

The front gabled south elevation is two bays wide. This 26' elevation features one centrally located sliding wood freight door similar to those on the east and west elevations. This freight door is topped with an original eight-light transom window that is boarded. Above the transom window is a decorative wood window hood with small wood braces. There are three decorative eave brackets with acorn finials. There are two openings in the concrete foundation that provides access under the building.

Interior

Two main spaces make up the interior of the depot: the dispatch office and the freight area. The dispatch office occupies the north end of the building in a space that is 13' 5" x 26'. There are two four-panel wood doors that provide exterior access to the dispatch office – one on the east elevation and one on the west. Each door retains its hardware and features a boarded transom window above. There are four boarded window openings, although only one window is intact. These openings would have had 6-over-6 double hung wood windows. Historic interior features include wainscoting, walls with wood trim, wood floors, and light fixtures. There is a historic MK&T station identification roster hanging on the north wall.

The freight area represents four-fifths of the interior space of the depot. Both east and west walls are lined with freight doors. The rafters and wall studs are visible and the interior remains unfinished as it would have originally. Along the north wall of the freight area there is a coal storage bin and the flue to the coal stove that heated the dispatch office. There is chalk writing on this wall that says "Ft Scott Nov 10 1890." Between freight doors two and three along the west side is the original *Fairbanks Morse Scales* platform scale with weights. The scale frame extends below the floor and was not dismantled during the move. The flooring in the freight area is mostly original – made of 1 ½' x 12' wood planks. According to Don Banwart, some repairs were made to the flooring after 1989 when the Bruce Marble and Granite Company purchased the depot to use for storage. The interior roof structure has ten 8" x 8"

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original beams constructed using mortise and tenons. The pegs driven through the beams are visible on the third bay from the north on the east elevation.

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Missouri, Kansas & Texas Freight Depot
Fort Scott, Bourbon Co., Kansas

STATEMENT OF SIGNIFICANCE

The Missouri, Kansas & Texas (MK&T) Freight Depot (c. 1870) is eligible for the Register of Historic Kansas Places for its significance as an early MK&T depot and its association with early transportation history. The building retains its historic form and materials, however, it lost its historic setting and context when the accompanying passenger depot was demolished and when the freight depot was moved. Therefore the freight depot does not meet the registration requirements for the National Register as outlined in the MPDF "Historic Railroad Resources of Kansas."

Railroad Context

"The Missouri, Kansas & Texas (Katy) Railway incorporated in 1865 as the Union Pacific South Branch. Its goal was to build through the Neosho River Valley in southeast Kansas to New Orleans, but its visions changed in 1868 with new leadership. They changed the name to the Missouri, Kansas & Texas in 1869 and planned to become a larger regional carrier. Another of its goals was to be the first railroad to reach the Indian Territory and thus be granted the right to build across it. The race for these rights originally was between three railroads, but soon it was down to just the Katy and the Missouri River, Fort Scott & Gulf, also known as the 'Border Tier Road.' Track gangs battled each other and managers of each road hired the other's crews to slow work. On June 6, 1870, the Katy won the race by crossing into the Territory south of Chetopa. In 1872 it entered Texas, but it had continued working on other lines to give it access to other major cities, such as St. Louis. As with most railroads, financial troubles and reorganizations were a part of the Katy's history, but by 1900, it had a continuous line from Kansas City to Galveston. By 1910, it was the sixth largest railroad in Kansas in terms of track mileage (including subsidiaries) with 438.3 miles. The railroad reorganized in the 1920s after more financial difficulties as the Missouri-Kansas-Texas, but declined rapidly in the 1950s. It managed to last until the 1980s but was finally bought by the Missouri Pacific in 1988."¹

"The first building in a town platted by a railroad company was usually either the depot or a land office. These were generally crude structures hastily built during the initial phase of railroad construction. Portable shacks or old box cars were often used until the railroad could afford to build a replacement. After a community proved itself prosperous enough to warrant such a building, a permanent depot was constructed. Most of these were still simple spartan buildings as railroad companies continually needed to keep costs down...board-&-batten construction kept down costs as it utilized less wood, few nails, and was quicker to complete.² Due to the precarious financial situation in which the Missouri, Kansas & Texas (Katy) Railway often found itself, many of the depots constructed by this company were inexpensive to build. Simple gable roof, board-&-batten buildings had wide eaves which extended unbroken over the agent's bay..."³

¹ Deon Wolfenbarger, "Historic Railroad Resources of Kansas MPDF," Kansas State Historical Society, 2001 (E37-38).

² Ibid., E22.

³ Ibid., E28.

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Missouri, Kansas & Texas Freight Depot
Fort Scott, Bourbon Co., Kansas

Community and Property Context

Bourbon County was organized 1855 and Fort Scott was chosen as the county seat. The community located around the military fort, which had been established in 1842. The county commissioners' first action involved the business of building a railroad. The MK&T railroad depot is a relic of the race to bring rail transportation to Fort Scott, Kansas, and to make this county seat a railway hub and "metropolis." Built in 1870, the MK&T Freight Depot is believed to be the oldest existing freight depot from the MK&T line.⁴

Businessmen knew that rail transportation was the key to economic success and growth, and that towns bypassed by the railroad would die. In fact, many Kansas towns formed because of railroad development, and shipment of cattle from Texas to Kansas City was among the driving forces. According to Banwart, between 1864 and 1869, 17 different railroad companies were chartered to pass through Bourbon County. Eventually, after land grants, Indian treaties, railroad worker disputes, and reorganizations and mergers, Fort Scott had two separate railroads running through it. They were the Missouri River, Fort Scott, and Gulf (MRFS&G) and the MK&T, formerly the Union Pacific Railway company, Southern Branch, which merged with the Labette and Sedalia and Tebo and Neosho Railroads.

The two main financial backers of these railroads were James F. Joy of the MRFS&G, and Judge Levi Parsons of the MK&T Railway Company. According to *Rails, Rivalry, and Romance*, Bob Stevens, builder of the MK&T, said to a Sedalia Bazoo reporter,

"I'll win the race to the territory line in ninety days. Then I intend to shift all the extra gangs over here and start construction at several places at once – here at Sedalia, and at Clinton and Fort Scott, and southwest through Kansas to a junction with the Neosho division. You'll get your railroad in a hurry. We have completed a preliminary survey down through the Indian Territory, gentlemen, right to the Red River and the Texas line. Congress will go along with us – and best of all, we have contracts with all five of the Civilized Tribes for our passage through the nations. We have a lot of good Indians on our side. What we're after now is to win the race – to get the right-of-way and land grant so we can channel trade and people in and out of Texas. The state legislature down there is ready to pass its own land grant to the first road which bridges Indian Territory and shoots its tracks down to Austin and then to the Rio Grande."

So it came to pass that, after coercing settlers to harass the MRFS&G railroad crews, enduring torrential rain, mud, and cattle stampeding over their roadbed; hangings by townsfolk who accused MK&T workers of vicious crimes; and laying track "flat on the prairie," on June 6, 1870, the MK&T Railway won the race for the right to cross into Indian Territory.

⁴ Donald D. Banwart, *Rails, Rivalry, and Romance : A Review of Bourbon County, Kansas, and Her Railroad Nostalgia in Words and Pictures, 1864 thru 1980* (Fort Scott, KS: Historic Preservation Association of Bourbon County, 1982).

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Missouri, Kansas & Texas Freight Depot
Fort Scott, Bourbon Co., Kansas

On October 25, 1870, O. B. Gunn of the MK&T arrived in Fort Scott to stake out a depot opposite the foundry. The new freight depot was the first of MK&T structures to be finished in Fort Scott, even before the MK&T rails had entered Fort Scott. The building was 26' x 120', located along the south side of the grade and painted with brown Fort Scott-manufactured paint. The first MK&T tracks laid in Fort Scott occurred on December 1, 1870, and crossed the MRFS&G tracks.

On December 3, 1870, the completed tracks reached the new freight depot and the construction train dropped off the first full carload of freight. The first freight agent was Mr. Cole, and his office was located at what was then the west end of the depot. The stock pens were located just west of the depot.

The rails pushed past the passenger depot, which was under construction on the opposite side of the tracks by December 12, 1870, and stopped at the edge of the bridge, waiting on the workers to complete the MK&T bridge over the Marmaton River. On that date, the first scheduled passenger train arrived at the unfinished station. By December 15, 1870, the MK&T had erected and was using a turntable and aerial cistern across the tracks, and stockades just west of the depot to load cattle into stock cars. The passenger depot was finished January 7, 1871. When Fort Scott leaders saw this progress, they sent city workers to trim the steep grade of Jones Street that led to the railroad depots.

Locals shipped food and clothing from the MK&T depot, free of charge, to victims of the Great Chicago Fire of October 8, 1871. In late February 1875, the MK&T ventured into the fuel and coal business, with the local depot agent handling sales. In November 1875, the MK&T was shipping as many as 15 cars of coal and flour from Fort Scott. By 1879, loading 20 cars out and 16 in was normal for the MK&T at the Fort Scott Freight Depot. Business was booming, and Fort Scott became a large shipping point for cattle and hogs, flour, and coal.

By 1916, "one-sixth of the nation's railroads were bankrupt, operated by trustees or receivers...Many smaller Kansas companies were forced out of business because they were absorbed into major systems against which they could not compete."⁵ The MK&T Freight Depot was temporarily closed October 1, 1918, when the Frisco, Missouri Pacific, and MK&T railroads merged facilities as mandated by the U.S. Government during World War I. All U.S. railroads were put under the control of the United States Railroad Administration. The MK&T and the Frisco systems were combined north of the Texas border at the Red River in the states of Oklahoma, Kansas, and Missouri. Every U.S. railroad was merged with one or more other parallel railroads in its respective region. Federally appointed managers mandated the consolidation of yards and freight facilities to streamline the operation of the nation's railroads. All profits of the railroads were pooled by the government and paid back to the various railroads based on a formula of averaging past annual incomes. At that time, MK&T freight was handled at either the Frisco or Missouri Pacific freight depots. The MK&T depot resumed its own freight handling after the war in 1920.

⁵ Deon Wolfenbarger, E10.

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Missouri, Kansas & Texas Freight Depot
Fort Scott, Bourbon Co., Kansas

In 1958, the MK&T passenger depot was demolished and the agent transferred to the freight depot, according to railroad historian and author Raymond George. According to Lloyd Seifert, the MK&T's last Fort Scott agent who served from 1969 to 1988, the depot was shared during those years by the MK&T, the Farmers Cooperative Association, and Bruce Marble and Granite, all of which shipped goods. The Co-op and Bruce Marble leased part of the depot for their use. Seifert said that shipments were trucked to and from the depot. In 1980, the depot was used to take telegraph orders for freight.⁶ In 1988, the MK&T service ended, and the Union Pacific Railroad purchased the company. Shortly after that, Floyd Parks, owner of Bruce Marble and Granite of Fort Scott purchased the building to use for storage.

The MK&T Freight Depot remained on its original site along the railroad tracks until 1997, when Floyd Parks donated the depot to the Historic Preservation Association of Bourbon County. The HPA used federal flood mitigation funding to move the depot from the flood plain to its present site for preservation and future use as a tourism attraction. If it had not been moved, the depot would have been demolished.

Summary

The Missouri, Kansas & Texas Railroad Freight Depot is a significant part of the colorful history of rail transportation in Kansas, and remained a vital resource for freight shipment from 1870 to 1988. The building is eligible for the Register of Historic Kansas Places for its historic and architectural significance.

⁶ Donald D. Banwart, *Rails, Rivalry, and Romance*.

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Missouri, Kansas & Texas Freight Depot
Fort Scott, Bourbon Co., Kansas

ADDITIONAL DOCUMENTATION

Function of the MK&T Freight Depot

According to historians Donald Banwart and Raymond George, and MK&T retired train master Lloyd M. Seifert, known functions of the MK&T Freight Depot are as follows:

- | | |
|-----------|--|
| 1870-1918 | Freight delivery and shipment by the MK&T Railroad Company |
| 1918-1920 | During World War I, under the control of the United States Railroad Administration, the depot was not used as a freight depot while the MK&T, Missouri Pacific, and Frisco companies consolidated their facilities as mandated by the federal government, and freight was handled by the Missouri Pacific freight depot. |
| 1920-1988 | Freight delivery and shipment by the MK&T Railroad Company; used as a telegraph office, including telegraphed freight orders |
| 1958 | After the MK&T ended its passenger service May 1, 1958, a train order signal was installed in the freight depot, and the freight agent added copying train orders to his tasks |
| 1958-1988 | Part of depot leased by Farmers Cooperative Assn. and Bruce Marble & Granite |
| 1988 | End of MK&T Railroad service when Union Pacific purchased the company |
| 1989 | Depot sold by Union Pacific to Floyd Parks, owner of Bruce Marble & Granite for storage use |
| 1997 | Depot donated to Historic Preservation Assn. of Bourbon County by Floyd Parks |
| 1997 | Depot moved by Historic Preservation Assn. from flood plain to present location at Scott & E. Wall Streets, restored for possible use as a tourist attraction. Plywood was placed over the transom windows to protect them from vandalism. |
| 1998 | Painted exterior walls |
| 2000-2001 | Reconstructed loading dock, added access ramp and handrail |
| 2005 | Replaced roof after March 2005 downtown Fort Scott fire damage. |

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Missouri, Kansas & Texas Freight Depot
Fort Scott, Bourbon Co., Kansas

MAJOR BIBLIOGRAPHIC REFERENCES

Banwart, Donald D. *Rails, Rivalry, and Romance: A Review of Bourbon County, Kansas, and Her Railroad Nostalgia in Words and Pictures, 1864 thru 1980*. Fort Scott, KS: Historic Preservation Association of Bourbon County, 1982.

George, Raymond. Executive Board Member, Katy Railroad Society. Personal email correspondence. 10-5-06, 11-26-06, and 11-27-06

Seifert, Lloyd. MK&T Trainmaster and Agent, 1969-1988. Oral history conducted by the author.

Wolfenbarger, Deon. "Historic Railroad Resources of Kansas MPDF," Kansas State Historical Society, 2001.

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Section number 10 & Photos

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Missouri, Kansas & Texas Freight Depot
Fort Scott, Bourbon Co., Kansas

VERBAL BOUNDARY DESCRIPTION

The nominated property is located on lots 1, 3, and 5, Block 87, Fort Scott subdivision. Because the building has been moved from its original location, the nominated property includes only the MK&T Freight Depot building.

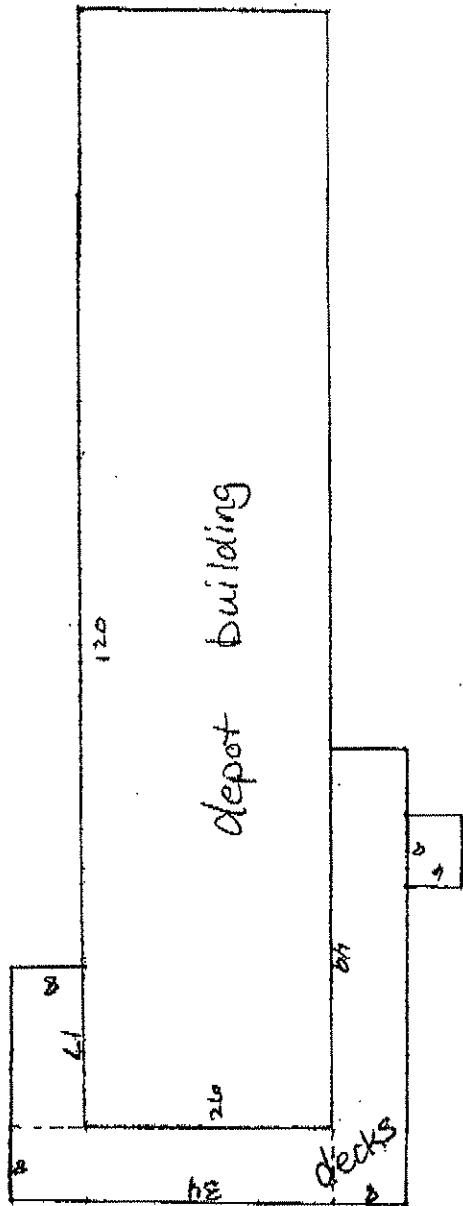
PHOTOGRAPHIC INFORMATION

Property: Missouri, Kansas & Texas Freight Depot
Location: SE Corner of the Intersection of Wall Street and Scott Street, Fort Scott, KS
Photographer: Sarah J. Martin
Date: 18 January 2007

Digital Images located at Kansas State Historical Society

- Photo 1: North (street side) elevation and east (alley side) elevation, facing SW
- Photo 2: North (street side) elevation and west elevation, facing SE
- Photo 3: West elevation, agent's entrance, facing NE
- Photo 4: East (alley side) elevation, freight doors, facing SW
- Photo 5: South elevation and east (alley side) elevation, facing NW
- Photo 6: East (alley side) elevation, freight door close-up, facing W
- Photo 7: Interior, agent's office at the north end of the building, facing W
- Photo 8: Interior, freight door
- Photo 9: Interior, close-up of a transom window and roller track above a freight door
- Photo 10: Interior, freight scales
- Photo 11: Interior, coal storage area, facing NE
- Photo 12: Interior, close-up of door hardware

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